

EVERY RAILROAD ENTERING NEW YORK ABSOLUTELY TIED UP.



ICE FLOES IN THE EAST RIVER AND THE BRIDGE IN BLIZZARD GARB.

Drawn by a Journal Artist Yesterday Afternoon at 3 o'clock, from Atlantic Avenue, Brooklyn.

New York Port Locked Up in Ice Through Which No Vessel Can Come or Go—Big Steamer Fleet Overdue.

For the first time in nearly eleven years not a single vessel of any description left or entered this port yesterday, either past Sandy Hook or by way of the Sound. The harbor was completely cut off from the ocean by vast fields of ice that choked the Narrows and the Lower Bay as well as Hell Gate.

Due here is a fleet of twenty-nine ocean steamships—mostly transatlantic craft—and some of them are five days behind time. On the incoming fleet, it is estimated, are nearly three thousand passengers, and of this number 667 are cabin voyagers. Including the officers and crews of all these vessels it is safe to say that more than five thousand persons are on the steamships which were due at New York yesterday.

Besides the incoming vessels a dozen or more ocean liners, which left New York last Saturday while the storm was raging, are now battling their way to their destinations. Coastwise vessels were wrecked all along the Atlantic seaboard.

Here is a list of passenger liners due here yesterday, their ports and dates of departure, and the estimated number of passengers on each vessel:

Ormside, Glasgow, January 23, 15 cabin and 150 steerage; Anchora, Glasgow, January 27, 17 cabin and 30 steerage (overdue); Spandam, Rotterdam, January 24, 40 cabin and 100 steerage (overdue); No-madie, Liverpool, January 31, 20 cabin; Pretoria, Hamburg, January 29; Paris, Southampton, February 4, 175 cabin and 100 steerage; Etruria, Queenstown, February 5, 111 cabin and 95 steerage; La Bretagne, 30 cabin and 225 steerage; Cymric, Liverpool, February 8, 60 passengers; Algonquin, Jacksonville, February 9, 15 passengers; Vera, Bremen, January 31, 415 steerage; Norge, Christiania, January 28, 100 steerage; Albatros, Gibraltor, January 23, 100 steerage.

Freighters Long Overdue. Besides the passenger liners mentioned fifteen freighters were due here yesterday. Many of these are long past their usual time of passage, and some of them will probably never be heard of again. One of them is the American steamship *Caninia*, formerly used as a United States transport. This is the vessel which started for this port from Glasgow on December 18, under Captain Farlow, and was obliged to seek shelter at Punta del Gorda, Azores. She was repaired there, and on January 26 she again essayed the voyage to New York. Since that time not a word has been heard of the vessel.

The *Paris* and *Etruria* were due here on Saturday, but it is thought that both of these liners are keeping off and waiting for clear weather before entering. The long trips on the *Anchor* line, *Anchora* and the *Holland-America* steamship *Spandam* are a different story. Both vessels are now at least six days over their usual time, and not a single steamship which has reached this port within the last week has sighted the missing liners.

The three liners—*La Champagne*, for Havre; *Lucania*, for Liverpool; and the *Palatin*, for Hamburg—which left New York last Saturday, carried a total of 228 cabin voyagers.

Some anxiety was expressed yesterday for the safety of the United States transport *Sherman*, which left New York for Manila on February 3, with one battalion of the Seventeenth regiment and all of the United States regulars, including a number of doctors and female nurses. In all it is believed there are 2,000 persons aboard the transport. Colonel Kimball, depot quartermaster here, said yesterday that the

Sherman would weather the gales and reach the Mediterranean safely in a few days more. No vessel, however, has sighted her since she left New York.

Pilot-Boats Storm Bound.

A pilot fleet of seven boats, including the steam pilot boat, New York, had to keep off the Hook yesterday to avoid the ice packs. They will take the first chance to reach the Upper Bay. The office of the pilots, Whitehall street, was crowded with disconsolate water guides who had nothing to do. The weather would not let them.

It was blowing a gale last night at Sandy Hook, and the whirling snow made it impossible for the observer to see twenty feet off shore. The lights in the channels were extinguished, and the channels themselves were clogged. It is not expected that the channels will be clear enough to-day to allow the entrance of any vessels.

From all points along the Atlantic coast last night came stories of disasters to shipping and loss of life.

Collier Sterling in Danger.

Lewes, Del., Feb. 13.—A terrible blizzard is raging all along the coast. At Cape Henlopen the velocity of the wind is sixty miles an hour. The Breakwater harbor is full of heavy ice. The United States collier *Sterling* is lying dangerously near the breakwater and will be damaged unless the gale soon abates. The schooner *Electra* Bailey is aground near the point of Cape Henlopen in a bad position.

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Two Men Adrift in a Rowboat.

Quincy, Mass., Feb. 13.—A small rowboat, in which were two men, was caught in the ice about two miles off Monks Island early this morning, and all efforts to reach it were useless. The boat was completely surrounded by ice.

PAR ROCKAWAY, FEB. 13.—Thermometer here to-day ten above zero, but a high northeast wind blowing a gale makes it almost impossible to walk. All business at a standstill. Streets are deserted. There is a scarcity of some food supplies to last a week or more. Milk supply is scarce. No one working except the plumbers.

BABYLON, FEB. 13.—Storm severest on record. Blizzard of 1888 knocked silly hereabouts. No mails received since Saturday. Last train to leave or arrive today was outgoing Fall express. Great suffering among the poor, and a coal famine is threatened. Residents on the outskirts of the town are storm bound and obliged to seek shelter in the village. Patrick O'Keefe, an undertaker's assistant, overcame by cold and thrown from his sleigh.

EAST HAMPTON, FEB. 13.—Wind blowing forty miles an hour over the ice. No trains passed through here to-day. Not a train has been seen on the village street. No roads broken. Several New York people are snow bound here; among them Charles W. Osborn, private secretary to Russell Sage. Snow plough left here at noon and is stuck in the big cut at Shinnecock Hills. There is no kerosene oil in town.

SOUTHAMPTON, FEB. 13.—No trains since Sunday. Snow in places from ten to fifteen feet. Coal supply very short. No prospects of trains getting through until Wednesday or Thursday, probably later.

FIRE BOAT BOODY SUNK IN THE RIVER

Tug Van Wyke Towed Her to the Shore and Quickly Rescued the Crew.

Disaster followed disaster yesterday in the almost ice-locked rivers and bay. The most startling was the sinking in the East River of the fire boat *David A. Boody*, and the narrow escape of the crew of twelve men. Two tugs went to the bottom and half a dozen other tugboats were smashed in the ice. Three coal barges are adrift somewhere in the East River or on the Sound, with five men aboard. Persistent search yesterday for these boats failed to discover a trace.

Every boat ran at long intervals on both rivers, and at dusk some of them gave up the task. Others struggled along till midnight, the navigation becoming more and more difficult as the night grew. All Sound steamboats were withdrawn.

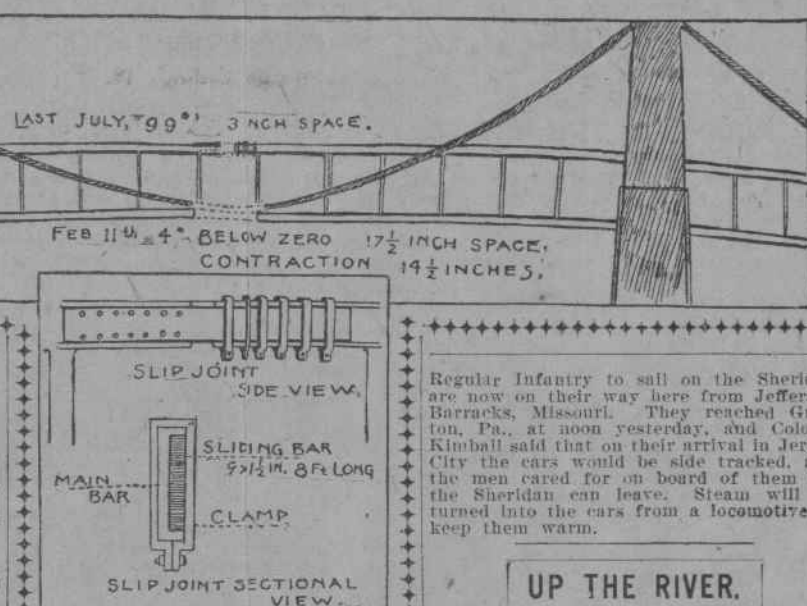
Foreman Fitzgerald and the men on the *David A. Boody* will not soon forget their experience on that craft. The *Boody* left her berth at the foot of Jay street, Brooklyn, yesterday morning to steam to a coal dock a short distance above the Bridge. She had proceeded two hundred yards into the stream when a huge ice floe struck her and one of the cakes cut through the hull.

Water began to pour into the engine room, and the engineer gave the alarm. The *Boody* was in danger of sinking in short order, and the pilot blew the whistle shrilly for help. The signal was heard by the fireboat *Robert A. Van Wyck*, which steamed from a Brooklyn pier to the *Boody's* assistance.

It was now too soon, for the *Boody* had settled until her gunwale was flush with the ice-covered river when the *Van Wyck* ran alongside and sent a tugboat aboard. The *Boody's* men scrambled aboard the *Van Wyck* without a moment's loss of time. The engineers had shut off steam before he left the engine room, and when the crew had been transferred the *Van Wyck* towed the sinking craft to the pier at Cortlandt's Hook, where she went down.

The tug *Annie B. Sker* went on the bottom in the slip at Pier 6, North River. She was plunging ice off Commodore on Sunday night to release some of the coal barges of the Lehigh Coal Company, when the ice cut through the hull near the port bow. Captain Daly put on all steam in an endeavor to reach a New York pier, and reached No. 4 barely in time to allow the crew to land before she went down. The pilot house floated away and the funnel shattered off.

The tug *Napier* Lambertson was crushed in the ice off Commodore not long after the *Sker*, and she too put her No. 6, reaching it in time to allow the crew to reach the Lambertson fast to the steamboat *Magenta*. The tug was held aloft by the *Magenta*. In the Atlantic Basin the tug *Vulcan* was wedged in the ice and her bows crushed in. The crew fled to the pier. The tug *Maggie* Murtha, laid up in Gowanus



UP THE RIVER.

Regular Infantry to sail on the Sheridan are now on their way here from Jefferson Barracks, Missouri. They reached Grafton, Pa., at noon yesterday, and Colonel Kimball said that on their arrival in Jersey City the cars would be side tracked, and the men cared for on board of them till the Sheridan can leave. Steam will be turned into the cars from a locomotive to keep them warm.

PEEKSKILL, Feb. 13.—This village is cut off from the outside world. The last north-bound train arrived at 3:30 o'clock, nearly three hours late. The south-bound track is blocked and has been since 2:30. Business is entirely suspended, with the exception of a few coal wagons and grocers' wagons. Temperature has ranged from 10 degrees below to 8 above zero. Owing to frozen gas metres there were no lights, and hence no services in churches last night.

NYACK, Feb. 13.—No daily papers received here until late this afternoon. Telephone wires down in every direction. The poor in the village suffer but little, their wants having been provided for by the charitable societies of the various churches. Water famine threatens the village and the Water Commissioners have requested the consumers to be economical in use of water. Should a fire break out, the situation would be serious. A milk famine from the blizzard is a certainty.

POUGHKEEPSIE, Feb. 13.—All railroads, except the New York Central, are blocked and traffic is suspended. Trains on Central are from one to fifteen hours late. For the first time in its history, the Poughkeepsie City & Wappinger Falls Electric Railroad has stopped. There is no food scarcity. Temperature this evening, zero.

NEWBURGH, Feb. 13.—Storm severe as blizzard of '88. Two hundred men sent out by West Shore Road to shovel out trains coming through. Drifts in city are five to seven feet. Milkmen unable to make deliveries. Little British church destroyed by fire. Electric car service discontinued.

SING SING, Feb. 13.—Snow storms of last week were summer zephyrs in comparison with this. Drifts are from ten to twenty feet in height and rising. Between Glenwood and Yonkers a stock train is stalled, and the live stock in the open cars is perishing with the cold. All the colliers are buried out of sight, and from present appearances will not be in running order again for a week.

WEST POINT, Feb. 13.—Since early yesterday a terrific blizzard has been raging here, mountains of snow heaped up, and travel is entirely suspended. Four trains are stuck fast in the drifts on the West Shore road between Canaan and Haverstraw. No train has gone north since early this morning. Storm is increasing as night closes in and should it continue twenty-four hours longer there will be a coal famine, as the butchers were caught short on supplies.

THE GRIP CURE THAT DOES CURE. Laxative Bromo Quinine Tablets remove the cause that produces Croup. The genuine is L. B. Q. on each Tablet. 25c.

\$200 For finding maxim among the "Want" ads. in next Sunday's Journal. See announcement on page 11.

New York Absolutely Cut Off from Railway Communication with the Rest of the World, Although the Roads Made Heroic Effort.

New York was absolutely cut off from railway communication with the rest of the world last night. At midnight every railroad running trains into New York or cities across the rivers had been forced to abandon all trains. During the day some of the roads attempted to run a few trains, but no pretence was made of going according to schedule. None of the roads attempted to run freight trains after early in the morning, and the passenger trains were gradually abandoned as the day wore on. The roads which at midnight had quit running all trains were the New Jersey Central, the Long Island, the New York, New Haven and Hartford, the New York Central and the Pennsylvania. The railroads lost thousands of dollars by this interference with their traffic, although the fact that the travel of the day would have been light anyway because of the holiday made the difficulties to be contended with far less than they would otherwise have been.

The Long Island Railroad probably fared worse than any other from the blizzard. Its officials made heroic efforts to keep the snow from their tracks, but after having abandoned trains one by one during the morning Superintendent Potter was compelled to announce at 1 o'clock yesterday afternoon that no more trains would be run.

Until the order came the North Shore branch and the Oyster Bay division had been kept open, and trains were running at long intervals. No attempt was made at any time during the day to run trains to the more easterly points on the island, the snow at certain points having been piled by the wind to a height of from ten to twenty feet.

Two trains consisting of one passenger coach and three locomotives each were sent out during the day to Babylon, Hempstead, Oyster Bay, Far Rockaway and to the north shore. Each train was preceded by a snow plough pushed by two or three locomotives. All of these trains had great trouble with the snow drifts, and had to proceed very slowly. One train, however, made thirty miles an hour behind a new rotary plough, similar to the ones used on Western roads.

Near noon a train bearing many passengers was blocked in a cut near Ronkonkoma. It was said that the train was almost completely covered with snow. A snow plough pushed by three locomotives was dispatched to try to pull the train out, but the locomotives were making very little progress, and that very probably they would not reach the stalled train at all. Two other trains which had been stalled were on the main line at Central Park and on the Oyster Bay division at Greenvale.

No Train from Greenpoint.

No train arrived in Long Island City from Greenpoint during the day, and not one was sent from Long Island City in an attempt to reach that place. One train arrived during the day from Far Rockaway, one from Hempstead, one from Oyster Bay, one from Port Washington, and one from Babylon, all very much delayed. There were laid off four trains from Oyster Bay, six from Hempstead, three from Far Rockaway, five from Babylon, and two from Port Washington.

Two trains, with two large engines attached to each, left Hempstead early in the morning, but both became firmly imbedded in the snow between Mineola and Floral Park and on who move or be moved in either direction. One big snow plough

pushed by four engines, was stranded in a drift at Hicksville. Superintendent Potter stated last night that, at the moment the storm stopped, the company would begin fighting the snow banks along the tracks with night and main, and the work would be vigorously pushed until the entire system was again in operation. Mr. Potter said that there was a large quantity of meat either in New York or in the Long Island Railroad yards awaiting shipment to various points on the island, but that this could not be sent through for several days as passenger trains would be started to running first.

STATEN ISLAND. Staten Island was more completely bottled up than at any time during the past thirty years. Everything was at a standstill there. The trolley lines did not move a wheel after early morning, and the steam railroad, which kept one branch open until late in the afternoon, was forced to suspend operations. The ferry boats connecting this city with the island ran about hourly during the early part of the day, but toward evening when the ice does in the bay began to clog under the counters, heeling the boats over until their freeboards touched the water. It was decided to suspend trips to or from the island.

Engine No. 13 of the Staten Island Rapid Transit, with two coaches attached, made a runaway race in the morning and travelled where no other locomotives were able to go. It plunged through snow drifts which reached to its headlight until below Fort Wadsworth, a distance of three miles from where it started. It dashed into a train of summer cars which were on a siding. Both engine and cars were wrecked.

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No train arrived in Long Island City from Greenpoint during the day, and not one was sent from Long Island City in an attempt to reach that place. One train arrived during the day from Far Rockaway, one from Hempstead, one from Oyster Bay, one from Port Washington, and one from Babylon, all very much delayed. There were laid off four trains from Oyster Bay, six from Hempstead, three from Far Rockaway, five from Babylon, and two from Port Washington.

Two trains, with two large engines attached to each, left Hempstead early in the morning, but both became firmly imbedded in the snow between Mineola and Floral Park and on who move or be moved in either direction. One big snow plough

pushed by four engines, was stranded in a drift at Hicksville. Superintendent Potter stated last night that, at the moment the storm stopped, the company would begin fighting the snow banks along the tracks with night and main, and the work would be vigorously pushed until the entire system was again in operation. Mr. Potter said that there was a large quantity of meat either in New York or in the Long Island Railroad yards awaiting shipment to various points on the island, but that this could not be sent through for several days as passenger trains would be started to running first.